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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

25X1A

COUNTRY Yugoslavia
SUBJECT Fiume Navy Yard

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SUPPLEMENT

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1. The very extensive work of cleaning up the Navy Yard at Fiume and repairing and rebuilding war-damaged facilities is now nearly completed. Shipbuilding is still limited to the completion of various craft of small tonnage which were under construction prior to May 1945. These include two minesweepers, several barges and motorboats, and three small tugs. Two German landing craft were converted into barges to transport coal from Arsa to Fiume, but one of these, the RASA, later sunk. Several vessels of medium tonnage, among them the DRAVA, have been repaired. None of these required major overhauling. One part of the shipyard is working on the manufacture of iron bridges, including the new one which will connect Fiume and Sziget, and has also built six large metal storage tanks for the Romma refinery.
2. Despite the lack of important work, more than 1,000 workmen have been taken on for propaganda reasons. Nearly all of these are laborers without any technical qualifications. For this reason, and because the yard has been completely incorporated in the state-planned economy and cannot accept private contracts or orders from foreign firms, the establishment is being operated at a monthly deficit of 20,000,000 dinars, made up for by loans from state-owned banks. The Government is unable to expand activities because of the lack of such basic materials as electrical equipment, paint and machinery. Shipments of necessities from Czechoslovakia and Italy are awaited, but so far nothing has been received.
3. In 1939 the Navy Yard employed ten engineers, and 180 technicians, draftsmen, and administrative employees. At present the yard employs twelve engineers, whose technical ability is slight and whose duties consist principally of supervision and surveillance of the workers. Not more than 45 of the 250 technicians and white-collar workers now employed in the yard are genuinely qualified to hold their positions. Most of them have been employed or promoted because of political merit. Of the 2,250 workmen, 350 could be called skilled men. Three hundred apprentice workmen are attending courses of instruction, but the lack of capable instructors has hampered their progress. The breakdown of specialist personnel is as follows:

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Mechanics.....	330
Woodworkers.....	240
Pipefitters.....	50
Electricians.....	45
Carpenters.....	70
Electric welders.....	30
Oxygen welders.....	100
Metalworkers & smiths.....	75

Others are laborers and heavy workers.

4. In recent months more than 200 workmen from CRDA of Monfalcone have come to work in the yard. Some fifty of these already desire to return to Italy. About twenty German specialists have been brought in, all experts in some particular operation which they have performed in Germany for many years. They are, however, not suited to fill the existing vacancies in the yard.
5. On the ways at present are three vessels of 4,000 tons each, designed for turbine propulsion. It is expected that, owing to the impossibility of obtaining turbines, they will be equipped with Diesel engines built by the Ansaldo works of Genoa. One of these vessels is 70% completed; one, 30%; and the third, about 20%.

Also on the ways are the following:

- (a) Italian torpedo-boat BALESTRA of 800 tons, 75% completed, but not fitted with electrical equipment or instruments.
- (b) Three sea-going tubs of pre-war construction, designed for 1,000 h.p. engines. Being fitted with engines of 800 h.p.
- (c) Two 30-ton floating cranes of UNRRA origin.
6. The 2,200-ton destroyer SPLIT, formerly sunk in the port of Split, has been towed to the yard for repair, which it is estimated will require a year and a half.
7. Future activity of the yard is entirely dependent upon the possibility of obtaining materials and qualified workers. The yard has expanded its area to include the premises of a neighboring chemical plant, and is now setting-up new installations there.
8. Recently the construction of facilities for building submarines was planned, but the execution of this project is not expected in the near future because of the lack of materials. Building designs for all work currently in progress is based on Italian plans and drawings which were already on hand.

25X1A [REDACTED] Comment: For further reference to the Fiume Navy
 25X1A Yard see also [REDACTED] "White head Torpedo Factory", of 28 May
 25X1A 1947, [REDACTED] "Whitehead Torpedo Works at Fiume", of 15 May
 25X1A 1947, [REDACTED] "Whitehead Torpedo Factory at Fiume", of
 2 April 1947.)

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GENERAL INTELLIGENCE GROUP

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LEGEND

(See Attached Sketch)

1. Molding loft
2. Construction shops
3. Assembly section
4. Molding loft (damaged)
5. Drafting room
6. Mess and management offices
7. Electrical shops
8. Warehouse
9. Warehouse
10. Main entrance / gatekeeper's office
11. Warehouse for mechanical parts
12. Warehouse for electrical parts and equipment
13. Department for Diesel engines and compressors
14. Installation for compressed-air and oxygen facilities
15. Department for precision work
16. Recreation station
17. Foundry
18. Models department
19. Adjusters' department (sic)
20. Mechanics workshops
21. Pipefitters workshops
22. Mechanics repairs workshops
23. Marine repairs workshops
24. Technical management
25. Boiler shop (damaged)
26. Apprentices school
27. Molding loft (temporary)
28. Ward buses
29. Lumber storage
30. Marine Barracks
31. Dock No. 1 with turbine-driven vessel and three-ton rotating crane
32. Dock No. 2 with three tugs, the BALISTRA three-ton double-arm crane
33. Dock No. 3 with turbine-driven vessel and three-ton double-arm crane
34. Dock No. 4 with turbine-driven vessel and two UMRRA floats
35. Destroyer SPLIT under repair
36. Woodworking shop under construction.

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